



**PUB 140 (Continued)**

With respect to the Arctic Canada Traffic Zone the provisions of this notice apply to every ship of 300 tons, gross tonnage, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

**3.3 Western Canada**

See Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia for further information.

**3.4 All zones**

In addition, the provisions of this notice apply (on a mandatory or voluntary basis, as applicable) to all other ships meeting the following criteria:

- (a) every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 grt or more.
- (b) every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
  - i. Oil Pollution Prevention Regulations;
  - ii. Pollutant Substances Regulations;
  - iii. Dangerous Goods Shipping Regulations;
  - iv. International Maritime Dangerous Goods Code (IMDG); and
  - v. Dangerous Chemicals and Noxious Liquid Substances Regulations.

**4. Responsibility**

4.1 There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this Notice overrides the authority of the master for the safe navigation of his ship. Information passed to the master is intended to assist him in the safe conduct of his ship.

4.2 The master shall supply all information that is required of him by this notice. A Marine Traffic Regulator may under specific circumstances issue a direction to a ship.

4.3 Notwithstanding section 4.2, the master, pilot or person in charge of the deck watch may take any action that may be required to ensure the safety of the ship or any other ship.

4.4 When the required communications cannot be conducted owing to radio difficulties, a ship may continue with its voyage and the master shall take all reasonable measures to report the occurrence to a Marine Traffic Regulator as soon as possible and shall proceed to the nearest safe port or anchorage on his route where the radio equipment can be repaired.

**5. Traffic clearance**

5.1 A "traffic clearance" is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. A traffic clearance does not eliminate

the need for other authorizations required by legislation or by-laws.

5.2 A traffic clearance is required before:

- 1. entering a traffic zone (see 1.3 and 7.1 or 8.1 as appropriate).
- 2. departing a berth (see 7.3 or 8.3 as appropriate).
- 3. proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision (see 6.4.1).

5.3 A traffic clearance may be obtained by providing the appropriate report in accordance with procedures specified in the appropriate sections.

**6. Reports****6.1 General**

All times given in reports required by this notice shall be Coordinated Universal Time (UTC).

A report shall use the appropriate telegraphic identifier and be communicated to the nearest Canadian Coast Guard MCTS Center.

The master of a ship shall ensure that reports are made in accordance with the stated requirements.

**6.2 Information required**

The following information may be required in a report:

- (a) the name of the ship.
- (b) the radio call sign of the ship.
- (c) the name of the master of the ship.
- (d) the position of the ship.
- (e) the time the ship arrived at the position.
- (f) the course of the ship, if any.
- (g) the speed of the ship, if any.
- (h) the prevailing weather conditions (including ice, applicable).
- (i) the estimated time that the ship will enter the Vessel Traffic Services Zone.
- (j) the estimated time the ship will depart the berth.
- (k) the destination of the ship.
- (l) the ETA of the ship at the destination.
- (m) the route the ship intends to take through the Vessel Traffic Services Zone to arrive at the destination.
- (n) the name of the last port of call of the ship.
- (o) the draft of the ship.
- (p) any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
- (q) revoked.
- (r) any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
- (s) any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
- (t) the name of the Canadian or United States agent of the ship.
- (u) the date of expiration of a certificates referred to in Article VII of the International Convention on Civil

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Liability for Oil Pollution Damage, 1969; the International Oil Pollution Prevention Certificate, the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness and the Certificate of Compliance, if any, issued to the ship.

**6.3 Routine reports**

Procedures for providing routine reports are described in the appropriate zone procedures in section 7 (ECAREG) and section 8 (NORDREG).

**6.4 Non-routine reports****6.4.1 Stranding, Propulsion or Steering Failure, and Collision**

When a ship is within the Eastern Canada VTS Zone or Arctic Canada Traffic Zone, a report is required immediately before a ship proceeds underway after being stranded, or having had a propulsion or steering gear failure, or having been involved in a collision. The following information shall be provided:

- (a) name of ship.
- (b) position of ship.
- (c) description of the incident.

**6.4.2 Other occurrences**

Any of the following conditions should be immediately reported when the ship is within or about to enter a zone:

- (a) the occurrence on board the ship of any fire.
- (b) the involvement of the ship in a collision, grounding, or striking.
- (c) any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
- (d) another ship in apparent difficulty.
- (e) any obstruction to navigation.
- (f) any aid to navigation that is functioning improperly, damaged, off-position, or missing.
- (g) any ice and weather conditions that are detrimental to safe navigation.
- (h) the presence of any pollutant in the water.

**Note.**—Items (e), (f), and (h) are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

**6.4.3 Change in information**

A report shall be made whenever a significant change occurs in the information contained in any report made pursuant to this Notice, except in the case of reports 7.4 and 8.5.

**7. ECAREG—Routine reports****7.1 Entering the zone**

7.1.1 A report containing the information listed in 6.2, except item (j), shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

**Note.**—This report is not required in a case where:

- (a) the ship is on a voyage between two ports within the zone, and
- (b) the ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

7.1.2 A report containing the information listed in 6.2(a), (b), (d), (h), and (i), shall be made immediately before the ship crosses the zone boundary when entering the zone. This report is not required when entering directly from a local VTS zone.

**7.2 Arriving at a berth**

A report shall be made on arrival of the ship at the berth, containing the information listed in 6.2(a), (b), and (j) as well as the following information:

- (a) port of arrival.
- (b) time of arrival.

**7.3 Departing a berth**

This report is not required where the ship is proceeding to another berth in the same port.

A report containing the information listed in 6.2, except item (i), shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure.

**7.4 Exiting the zone**

A report containing the information listed in 6.2(a), (b), (d), and (h) shall be made immediately before the ship crosses the seaward boundary.

In a case where exiting a zone coincides with entering a local VTS zone, this report is not required.

**7.5 Supplemental SAR information**

In addition to those reports required by the Eastern Canada Vessel Traffic Services Zone Regulations, Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question:

Is your vessel EPIRB equipped? If not, please supply the following information:

- (a) number of crew and passengers.
- (b) number of lifeboats and life rafts plus make and capacity.
- (c) color of hull and superstructure.
- (d) distinctive features.

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This information need only be updated as necessary. The information will be maintained on a database and made available to Search and Rescue personnel when required.

**8. NORDREG—Routine reports****8.1 Entering the zone**

8.1.1 A report containing the information listed in 6.2, except item (j), but including the following information:

- (a) ice class (type or Arctic class category), if applicable, and Classification Society;
- (b) amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
- (c) date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society;

shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 8.1.1(a), (b), and (c) need be reported.

8.1.2 A report containing the information listed in 6.2(a), (b), and (d) shall be made immediately before the ship crosses the zone boundary when entering the zone.

**8.2 Arriving at a berth**

A report shall be made on arrival of the ship at the berth, containing the information listed in 6.2(a), (b), and (j) as well as the following information:

- (a) port of arrival.
- (b) time of arrival.

**8.3 Departing a berth**

8.3.1 This report is not required where the ship is proceeding to another berth in the same port.

8.3.2 A report containing the information listed in 6.2(a), (b), (h), (j), (k), (l), (m), (p), and 8.1.1(b), and any change to previously reported items 6.2(r), (s), (t), and (u), shall be made not more than 2 hours and not less than 1 hour before departing a berth.

8.3.3 If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

8.3.4 A report shall be made when the ship has departed the berth, giving the actual time of departure.

**8.4 1600 UTC report**

A report containing the information listed in 6.2(a), (b), (d), and (h) shall be made daily at 1600 UTC.

**8.5.1 Ice Regime Routing Message**

When the Arctic Ice Regime Shipping System is used, the Arctic Shipping Pollution Prevention Regulations

(ASPPR) require that an Ice Regime Routing Message be sent to NORDREG. This message can be brief; however, if the vessel's route includes areas on ice analysis charts with ice concentrations that may have negative Ice Numerals, the message should include additional pertinent information explaining the voyage plan (e.g., expectations of changes in conditions and/or other considerations). The message should be updated if the plan and/or ice conditions change significantly.

The Ice Regime Routing Message should include:

- (a) ship name.
- (b) ship call sign and IMO number.
- (c) the ice strengthening of the ship (Type/CAC/Arctic class, etc.).
- (d) date and UTC time.
- (e) ship's current position, course, and speed.
- (f) anticipated destination.
- (g) intended route.
- (h) a listing of the ice regimes and their associated Ice Numerals.
  - (i) source(s) of ice information.
  - (j) any other pertinent information or comments.
  - (k) name of any escorting vessel.
  - (l) name(s) of the Ice Navigator(s) on board.

**8.5.2 After Action Report**

When the Arctic Ice Regime Shipping System is used, in accordance with the ASPPR, an after action report is to be submitted. The report can be brief; however, in cases where the voyage has involved difficulties or unexpected occurrences, it will be valuable to include additional information. Unlike the routing message, the After Action Report is to be sent to Transport Canada, as follows:

Regional Director, Marine  
Praries & Northern Region—ANMS  
Transport Canada, Place de Ville, Tower "C"  
330 Sparks Street, 14th Floor  
Ottawa, Ontario  
K1A 0N5  
(Facsimile: (613) 991-4818)

The After Action Report should include:

- (a) ship name.
- (b) the ice strengthening of the ship (Type/CAC/Arctic class, etc.).
- (c) a description of the actual route, including transit speeds, the ice regimes encountered, and the Ice Numerals for each.
- (d) copies of the ice information used.
- (e) escort information, if applicable.
  - (1) duration of the escort.
  - (2) ice regime under escort.
  - (3) characteristics of the track.
- (f) weather conditions and visibility.
- (g) any other important information.

**8.6 Exiting the zone**

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A report containing the information listed in 6.2(a), (b), (d) and (h), shall be made immediately before the ship crosses the seaward boundary.  
(Can Annual Notice No. 26 of 2000) 22/00

**PUB 145 8 Ed 2000 LAST NM 19/00**

Page 53—Lines 1 to 2/L; read:

**Pilotage.**—Pilotage is not compulsory. Pilots can be ordered through Halifax and must be requested 24 hours in advance,  
(BANP 286(2), 1999-00 ed.) 22/00

Page 54—Lines 8 to 10/R; read:

Halifax 24 hours in advance and confirmed or corrected 6 hours prior to arrival. Pilots board either off Halifax Harbor or in the vicinity of La Have Fairway  
(BA NP 286(2), 1999-00 ed.) 22/00

Page 54—Line 22/R; read:

**Mahone Bay** (44°27'N., 64°23'W.), an extensive bay, is entered between **East**  
(NIMA) 22/00

Page 55—Line 12/L; insert after:

The ETA should be confirmed or corrected 3 hours in advance.  
(BA NP 286(2), 1999-00) 22/00

Page 103—Line 25/R; insert after:

**Regulations.**—Vessels should send their ETA, including the master's name, 72 and 24 hours prior to arrival. Vessels should contact Gulf Control on VHF channel 9 when 35 miles from the terminal.  
(BA NP 286(2), 1999-00 ed.) 22/00

Page 118—Line 14/R; read:

radiotelegraph to Pilots Cape Breton 12 hours before  
(BA NP 286(2), 1999-00) 22/00

Page 184—Line 21/L; read:

(45°52.7'N., 63°28.0'W.).  
(Can Annual Notice No. 25 of 2000) 22/00

**PUB 154 7 Ed 1998 LAST NM 21/00**

Page 131—Line 49/L; insert after:

**Regulations.**—A Vessel Traffic Control System (VTS) exists in the approaches to the W side of Vancouver Island. For further information, see Sector 9.  
(NIMA) 22/00

**PUB 175 6 Ed 1994 LAST NM 21/00**

Page 36—Line 44/L; insert after:

A patch with a depth of 11.9m was reported in 1999 to lie 13 miles N of Cuthbert Point.  
(BA NM 39/99) 22/00

**PUB 180 2 Ed 1997 LAST NM 52/99**

Page 52—Lines 28 to 42/R; read:

Eastern Canada Vessel Traffic Services Zone is a mandatory system and includes Canadian waters on the E coast of Canada and Fishing Zone 1 (Gulf of St. Lawrence) as prescribed by the Fishing Zones of Canada (Zones 1, 2 and 3) Order:

- (a) S of parallel of 60°N.
- (b) in the St. Lawrence River E of 66°W.

It excludes the waters of Ungava Bay and the waters within the Vessel Traffic Services Zones for Halifax Harbour and Approaches, the Bay of Fundy and Approaches, Port aux Basques Harbour and Approaches, Placentia Bay and Approaches, St. John's Harbour and Approaches, the Strait of Canso and Approaches, and Northumberland Strait as defined in the Annual Edition, Canada Notices to Mariners.

Arctic Waters Vessel Traffic Reporting System (NORDREG CANADA) is a voluntary reporting system operated by the Canadian Coast Guard. It applies to ships of 300 grt and above; ships carrying or towing dangerous or pollutant cargo; and ships and tows with a combined grt of 500 or above.

The object is to assist the mariner in the safe conduct of the vessel; to promulgate information on ice conditions; to advise on routes; and to provide ice-breaker support where available and considered necessary. The system applies in the Arctic Canada Traffic Zone, territorial sea, internal waters, fishing zones of Canada N of 60°N, including the waters of Hudson Bay, James Bay, Ungava Bay that lie S of this parallel but excluding Mackenzie Bay and Kugmallit Bay S of 70°N and E of 139°W.

See Appendix for further information on ECAREG CANADA and NORDREG CANADA.  
(Can Annual Notice No. 26 of 2000) 22/00

**PUB 180 (Continued)**

Page 52A—Lines 2 to 4; read:

**EXCERPTS FROM CANADA NOTICE NO. 26**

The following excerpts from Canada Annual Notice No. 26 contain information regarding reporting requirements and other information concerning ECAREG CANADA and NORDREG CANADA.  
(Can Annual Notice No. 26 of 2000) 22/00

Page 52A—Line 4/L to Page 52C—Line 23/R; read:

**1. Introduction**

1.1 The purpose of this is to describe the ship reporting procedures to be followed by vessels when:

(a) within or intending to enter the waters of Eastern Canada or Arctic Canada not contained within a local Vessel Traffic Services Zone.

(b) intending to enter the waters of Western Canada.

**Note.**—Information regarding entering the waters of Western Canada may be found in Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia.

1.2 Ice information, ice routing, and icebreaker assistance may be obtained through the Eastern Canada Traffic System (ECAREG CANADA) and the Arctic Canada Traffic System (NORDREG CANADA).

Refer to the Annual Edition, Notice to Mariners and the publication "Ice Navigation in Canadian Waters."

1.3 An amendment to the Vessel Traffic Services Zone Regulations requires a report from vessels of 500 grt or greater, 24 hours prior to entering a VTS Zone. Reporting requirements shall be as specified in section 7.1.1 for Eastern Canada.

**2. Zone description**

The coastal and offshore waters of Canada have been subdivided into three distinct zones, each with their own telegraphic identifier. These zones are Eastern Canada VTS (ECAREG), Arctic Waters VTS (NORDREG), and Cooperative VTS (CVTS Offshore) on the W coast of Canada.

**2.1 Eastern Canada**

Eastern Canada Vessel Traffic Services Zone is a mandatory system and includes Canadian waters on the E coast of Canada and Fishing Zone 1 (Gulf of St. Lawrence) as prescribed by the Fishing Zones of Canada (Zones 1, 2 and 3) Order:

(a) S of parallel of 60°N.

(b) in the St. Lawrence River E of 66°W.

It excludes the waters of Ungava Bay and the waters within the Vessel Traffic Services Zones for Halifax Harbour and Approaches, the Bay of Fundy and Approaches, Port aux Basques Harbour and Approaches, Placentia Bay and Approaches, St. John's Harbour and Approaches, the Strait of Canso and Approaches, and Northumberland Strait as defined in the Annual Edition, Canada Notices to Mariners.

Telegraphic Identifier—ECAREG CANADA  
Facsimile—(902) 426-4483 or (709) 772-5369  
Telex—019-22510 or 016-4530

**2.2 Arctic Canada**

Arctic Canada Traffic Zone includes those waters of Ungava Bay, Hudson Bay and James Bay south of the parallel of 60° north latitude and the waters to which the Arctic Waters Pollution Prevention Act apply.

It excludes MacKenzie Bay and Kugmallit Bay south of the parallel of 70° north latitude and east of the meridian of 139° west longitude.

Telegraphic Identifier—NORDREG CANADA  
Facsimile—(867) 979-4236 or (867) 979-4264  
Telephone—(867) 979-5724 or (867) 979-5269  
Telex—063-15529

**2.3 Western Canada**

See Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia for further information.

**3. Application****3.1 ECAREG**

With respect to the Eastern Canada VTS Zone, the Eastern Canada Vessel Traffic Services Zone Regulations apply to every ship of 500 grt or more. Participation is mandatory.

**3.2 NORDREG**

With respect to the Arctic Canada Traffic Zone the provisions of this notice apply to every ship of 300 tons, gross tonnage, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

**3.3 Western Canada**

See Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia for further information.

**3.4 All zones**

In addition, the provisions of this notice apply (on a mandatory or voluntary basis, as applicable) to all other ships meeting the following criteria:

(a) every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 grt or more.

(b) every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:

- i. Oil Pollution Prevention Regulations;
- ii. Pollutant Substances Regulations;
- iii. Dangerous Goods Shipping Regulations;
- iv. International Maritime Dangerous Goods Code (IMDG); and
- v. Dangerous Chemicals and Noxious Liquid Substances Regulations.

**PUB 180 (Continued)****4. Responsibility**

4.1 There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this Notice overrides the authority of the master for the safe navigation of his ship. Information passed to the master is intended to assist him in the safe conduct of his ship.

4.2 The master shall supply all information that is required of him by this notice. A Marine Traffic Regulator may under specific circumstances issue a direction to a ship.

4.3 Notwithstanding section 4.2, the master, pilot or person in charge of the deck watch may take any action that may be required to ensure the safety of the ship or any other ship.

4.4 When the required communications cannot be conducted owing to radio difficulties, a ship may continue with its voyage and the master shall take all reasonable measures to report the occurrence to a Marine Traffic Regulator as soon as possible and shall proceed to the nearest safe port or anchorage on his route where the radio equipment can be repaired.

**5. Traffic clearance**

5.1 A "traffic clearance" is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

5.2 A traffic clearance is required before:

1. entering a traffic zone (see 1.3 and 7.1 or 8.1 as appropriate).
2. departing a berth (see 7.3 or 8.3 as appropriate).
3. proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision (see 6.4.1).

5.3 A traffic clearance may be obtained by providing the appropriate report in accordance with procedures specified in the appropriate sections.

**6. Reports****6.1 General**

All times given in reports required by this notice shall be Coordinated Universal Time (UTC).

A report shall use the appropriate telegraphic identifier and be communicated to the nearest Canadian Coast Guard MCTS Center.

The master of a ship shall ensure that reports are made in accordance with the stated requirements.

**6.2 Information required**

The following information may be required in a report:

- (a) the name of the ship.
- (b) the radio call sign of the ship.
- (c) the name of the master of the ship.

- (d) the position of the ship.
- (e) the time the ship arrived at the position.
- (f) the course of the ship, if any.
- (g) the speed of the ship, if any.
- (h) the prevailing weather conditions (including ice, applicable).
- (i) the estimated time that the ship will enter the Vessel Traffic Services Zone.
- (j) the estimated time the ship will depart the berth.
- (k) the destination of the ship.
- (l) the ETA of the ship at the destination.
- (m) the route the ship intends to take through the Vessel Traffic Services Zone to arrive at the destination.
- (n) the name of the last port of call of the ship.
- (o) the draft of the ship.
- (p) any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
- (q) revoked.
- (r) any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
- (s) any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
- (t) the name of the Canadian or United States agent of the ship.
- (u) the date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; and the Certificate of Compliance, if any, issued to the ship.

**6.3 Routine reports**

Procedures for providing routine reports are described in the appropriate zone procedures in section 7 (ECAREG) and section 8 (NORDREG).

**6.4 Non-routine reports****6.4.1 Stranding, Propulsion or Steering Failure, and Collision**

When a ship is within the Eastern Canada VTS Zone or Arctic Canada Traffic Zone, a report is required immediately before a ship proceeds underway after being stranded, or having had a propulsion or steering gear failure, or having been involved in a collision. The following information shall be provided:

- (a) name of ship.
- (b) position of ship.
- (c) description of the incident.

**6.4.2 Other occurrences**

Any of the following conditions should be immediately reported when the ship is within or about to enter a zone:

- (a) the occurrence on board the ship of any fire.

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(b) the involvement of the ship in a collision, grounding, or striking.

(c) any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.

(d) another ship in apparent difficulty.

(e) any obstruction to navigation.

(f) any aid to navigation that is functioning improperly, damaged, off-position, or missing.

(g) any ice and weather conditions that are detrimental to safe navigation.

(h) the presence of any pollutant in the water.

**Note.**—Items (e), (f), and (h) are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

**6.4.3 Change in information**

A report shall be made whenever a significant change occurs in the information contained in any report made pursuant to this Notice, except in the case of reports 7.4 and 8.5.

**7. ECAREG—Routine reports****7.1 Entering the zone**

7.1.1 A report containing the information listed in 6.2, except item (j), shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

**Note.**—This report is not required in a case where:

(a) the ship is on a voyage between two ports within the zone, and

(b) the ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

7.1.2 A report containing the information listed in 6.2(a), (b), (d), (h), and (i), shall be made immediately before the ship crosses the zone boundary when entering the zone. This report is not required when entering directly from a local VTS zone.

**7.2 Arriving at a berth**

A report shall be made on arrival of the ship at the berth, containing the information listed in 6.2(a), (b), and (j) as well as the following information:

(a) port of arrival.

(b) time of arrival.

**7.3 Departing a berth**

This report is not required where the ship is proceeding to another berth in the same port.

A report containing the information listed in 6.2, except item (i), shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure.

**7.4 Exiting the zone**

A report containing the information listed in 6.2(a), (b), (d), and (h) shall be made immediately before the ship crosses the seaward boundary.

In a case where exiting a zone coincides with entering a local VTS zone, this report is not required.

**7.5 Supplemental SAR information**

In addition to those reports required by the Eastern Canada Vessel Traffic Services Zone Regulations, Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question:

Is your vessel EPIRB equipped? If not, please supply the following information:

(a) number of crew and passengers.

(b) number of lifeboats and life rafts plus make and capacity.

(c) color of hull and superstructure.

(d) distinctive features.

This information need only be updated as necessary. The information will be maintained on a database and made available to Search and Rescue personnel when required.

**8. NORDREG—Routine reports****8.1 Entering the zone**

8.1.1 A report containing the information listed in 6.2, except item (j), but including the following information:

(a) ice class (type or Arctic class category), if applicable, and Classification Society;

(b) amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and

(c) date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society;

shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 8.1.1(a), (b), and (c) need be reported.

8.1.2 A report containing the information listed in 6.2(a), (b), and (d) shall be made immediately before the ship crosses the zone boundary when entering the zone.

**8.2 Arriving at a berth**

**PUB 180 (Continued)**

A report shall be made on arrival of the ship at the berth, containing the information listed in 6.2(a), (b), and (j) as well as the following information:

- (a) port of arrival.
- (b) time of arrival.

**8.3 Departing a berth**

8.3.1 This report is not required where the ship is proceeding to another berth in the same port.

8.3.2 A report containing the information listed in 6.2(a), (b), (h), (j), (k), (l), (m), (p), and 8.1.1(b), and any change to previously reported items 6.2(r), (s), (t), and (u), shall be made not more than 2 hours and not less than 1 hour before departing a berth.

8.3.3 If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

8.3.4 A report shall be made when the ship has departed the berth, giving the actual time of departure.

**8.4 1600 UTC report**

A report containing the information listed in 6.2(a), (b), (d), and (h) shall be made daily at 1600 UTC.

**8.5.1 Ice Regime Routing Message**

When the Arctic Ice Regime Shipping System is used, the Arctic Shipping Pollution Prevention Regulations (ASPPR) require that an Ice Regime Routing Message be sent to NORDREG. This message can be brief; however, if the vessel's route includes areas on ice analysis charts with ice concentrations that may have negative Ice Numerals, the message should include additional pertinent information explaining the voyage plan (e.g., expectations of changes in conditions and/or other considerations). The message should be updated if the plan and/or ice conditions change significantly.

The Ice Regime Routing Message should include:

- (a) ship name.
- (b) ship call sign and IMO number.
- (c) the ice strengthening of the ship (Type/CAC/Arctic class, etc.).
- (d) date and UTC time.
- (e) ship's current position, course, and speed.
- (f) anticipated destination.
- (g) intended route.
- (h) a listing of the ice regimes and their associated Ice Numerals.
- (i) source(s) of ice information.
- (j) any other pertinent information or comments.
- (k) name of any escorting vessel.
- (l) name(s) of the Ice Navigator(s) on board.

**8.5.2 After Action Report**

When the Arctic Ice Regime Shipping System is used, in accordance with the ASPPR, an after action report is to be submitted. The report can be brief; however, in cases where the voyage has involved difficulties or unexpected occurrences, it will be valuable to include additional

information. Unlike the routing message, the After Action Report is to be sent to Transport Canada, as follows:

Regional Director, Marine  
Prairies & Northern Region—ANMS  
Transport Canada, Place de Ville, Tower "C"  
330 Sparks Street, 14th Floor  
Ottawa, Ontario  
K1A 0N5  
(Facsimile: (613) 991-4818)

The After Action Reprt should include:

- (a) ship name.
- (b) the ice strengthening of the ship (Type/CAC/Arctic class, etc.).
- (c) a description of the actual route, including transit speeds, the ice regimes encountered, and the Ice Numerals for each.
- (d) copies of the ice information used.
- (e) escort information, if applicable.
  - (1) duration of the escort.
  - (2) ice regime under escort.
  - (3) characteristics of the track.
- (f) weather conditions and visibility.
- (g) any other important information.

**8.6 Exiting the zone**

A report containing the information listed in 6.2(a), (b), (d) and (h), shall be made immediately before the ship crosses the seaward boundary.

(Can Annual Notice No. 26 of 2000) 22/00

**PUB 191 8 Ed 1996 LAST NM 21/00**

Page 12—Line 49/L; read:

of at least 2 miles.

Nare Head, 78m high, is a bold headland located 4.8 miles WSW of Dodman Point. The Bizzies, a group of rocky patches, lies at the seaward extremity of a spit about 1 mile offshore, 2.5 miles SW of the headland. Overfalls are formed in the vicinity of these patches.

Gull Rock, 38m high, is located about 0.6 mile E of Nare Head. The Whelps lies at the S end of a group of detached drying rocks extending 0.4 mile SSW from Gull Rock. Lath Rock, with a least depth of 2.1m, lies about 1 mile off the shore of Veryan Bay, 1.6 miles NE of Gull Rock.

The spire of the church standing in Gerrans, 2.5 miles SW of Nare Head, is conspicuous from seaward. A beacon, prominent from SW, is situated on a hill with an elevation of 102m standing about 1 mile N of Nare Head. It consists of a mound, 6m high, surmounted by a hut.

(BA NP 27) 22/00

Page 12—Lines 6 to 10/R; read:

**1.18 Mevagissey** (50°16'N., 4°47'W.), a small port, is situated in the SW part of Mevagissey Bay. It consists of an outer harbor and an inner harbor and is used by fishing vessels and pleasure craft. The entrance to the outer harbor is 50m wide and has a depth of 2.1m. The inner harbor dries. The harbors afford good shelter except in strong E

**PUB 191 (Continued)**

winds. A light is shown from a prominent structure, 8m high, standing on the S pierhead. The port can be contacted by VHF during the day.

Anchorage is available within Mevagissey Bay in depths of 10 to 20m, sand.

**Black Head** (50° 17'N., 4° 46'W.), the N entrance point of  
(BA NP 27) 22/00

N or E winds; vessels should proceed to St. Austell Bay in the W part of the bight for shelter at other times.

(BA NP 27)

22/00

Page 12—Lines 17 to 30/R; read:

Bay and is used by coasters and yachts. The harbor consists of an outer tidal basin and an inner wet basin. The entrance to the outer basin is 13.7m wide and has depths of 4.3m at HWS and 3m at HWN. The outer basin dries at LWS. The entrance between the lock gates of the wet basin is 10.7m wide and has depths similar to the entrance of the outer basin. There are three berths. Vessels up to 1,050 dwt and 3.7m draft can be accommodated in the wet basin. Such vessels are limited to a length of 56m with a beam of 10m or a length of 58m with a beam of 9m.

A mooring buoy is located about 0.2 mile SSE of the harbor entrance. A red light is shown from a flagstaff at the N side of the entrance when the harbor is closed.

A conspicuous hotel stands at Crinnis, 0.8 mile ENE of the harbor, and a prominent building is situated 0.3 mile E of it.

(BA NP 27) 22/00

Page 12—Lines 35 to 39/R; read:

Pilots may be contacted by VHF. They are provided by the station at Fowey and are available 2 hours before to 1 hour after HW. See Fowey for further information.

**Anchorage.**—Anchorage is available off the harbor in depths of 2 to 6m, with good holding ground of firm sand.

(BA NP 27) 22/00

Page 12—Lines 45 to 48/R; read:

a small port used mainly by coasters. The harbor basin has three quays and is protected by a breakwater. It is tidal and vessels lie aground at LW. The entrance is 38m wide. Generally, vessels up to 130m in length, 13.5m beam, and 3.4m draft can be accommodated. Vessels with drafts up to 5.2m can be handled at HWS.

A lighted mooring buoy is located close ESE of the head of the breakwater. Puckey's Ground, an isolated shoal with a depth of 4.9m, lies in the approach, about 1 mile SW of the entrance. Several conspicuous chimneys stand close W of the harbor entrance.

(BA NP 27) 22/00

Page 12—Lines 52 to 55/R; read:

mile from the harbor entrance. Pilots may be contacted by VHF. They are provided by the station at Fowey and are available 2 hours before to 1 hour after HW. See Fowey for further information.

**Anchorage.**—Anchorage is available off the harbor. A recommended berth lies about 0.8 mile SSE of the entrance in depths of 6m. Tywardreath Bay only affords anchorage in